MYSORE STATE RAILWAY.

Notification dated 23rd June 1905.

Under Section 31 of the Mysore Railway Regulation, 1894, the Government of His Highness the Maharaja of Mysore sanction the adoption on the Bangalore-Nanjangud and Birur-Shimoga Railways of Rule 72A and amended Rules 101 and 269 of Part I of the General Rules of 1895 for the working of open lines of railways in British India promulgated under Public Works Department Circular No. 6 Ry., dated the 14th December 1904.

The rules as sanctioned above are published hereunder for general information.

By Order,
W. McHUTCHIN,
Secy. for Railways, Govt. of Mysore.

Circular No. 6 Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Calcutta, the 14th December 1904.

Insertion of Rule 72A in, and amendments of Rules 101, and 269 of, Part I of the General Rules of 1895 for working open lines of railways.

Read—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Public Works Department, Notification No. 118, dated the 21st March 1895, and Government of India Circular No. 6 Railway, dated the 12th March 1895.

Government of India, Public Works Department, Notification No. 257, dated the 28th May 1896, and Government of India Circular No. 3 Railway, dated the 22nd May 1896.

Read also—

Government of India, Public Works Department, letter No. 877—878 R. T., dated the 13th August 1900.

Government of India, Public Works Department, letter No. 1170 R. T., dated the 29th October 1900.

Government of India, Public Works Department, letter No. 1133 R. T., dated the 29th October 1901.

Government of India, Public Works Department, letter No. 13 R. T., dated the 8th January 1904.

Letter No. 3, dated the 13th October 1904, from the President, General Rules Revision Committee.

RESOLUTION.

With the letter of 13th August 1900, read above, certain orders were issued regarding the use and significance of the distant signal, and a method was suggested for facilitating the introduction of the system desired. A draft for a modification of those portions of the General Rules, which relate to signalling, was circulated for opinion with the letter of 29th October 1900.

2. After further discussions extending over a considerable period, a meeting was held at Simla on 28th August 1903 to settle the general principles to be adhered to in signalling trains on Indian railways; and the results arrived at were circulated in the Public Works Department letter No. 13 R. T., dated 8th January 1904. These proposals have been generally accepted by all Railway Administrations, to be introduced on the various lines as the necessity for so doing becomes evident; and, as they involve certain modifications in the existing General Rules for working Indian railways by the substitution of a Stop Signal or a Warning Signal for the Distant Signal prescribed in General Rule No. 72, it becomes necessary to regularise their introduction.

3. Pending a complete revision of the General Rules, therefore, *ad interim* additions to Rule 72 were drafted by a Committee appointed to discuss the whole question, and were submitted for the consideration of the Indian Railway Conference Association and of the Government of India, and have been generally accepted with but slight modifications.

4. In exercise, therefore, of the powers conferred by section 47, sub-sections (1) and (4), of the Indian Railways Act, 1890 (IX of 1890), as in force in British India or as locally applied, the Director of Railway Traffic has made the amendments specified in the annexure hereto in the General Rules for working open lines of railway which were promulgated with the Government of India's Circular No. 6 Ry., dated the 12th March 1895, and has submitted the same